

The Hongkong Telegraph.

No. 1972.

FRIDAY, JULY 6, 1888.

SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1. THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2. SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
3. DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4. INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances.
5. EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6. CORRESPONDENCE as to the Business of the Bank, if marked "HONGKONG SAVINGS BANK BUSINESS," will be forwarded free by the various British Post Offices in Hongkong and China.
7. WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September 1887. [9]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THE ARCADE, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 3,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:
CHAIRMAN—HON. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
B. LAYTON, Esq.
Hon. A. P. McEwen.
S. C. MICHAELSEN, Esq.
J. S. MOSE, Esq.
F. ROSENBERG, Esq.
N. A. SIKES, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER—THOMAS JACKSON, Esq.

MANAGER—SHANGHAI—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888. [18]

Notices of Firms.

NOTICE.

I HAVE This Day Established myself in this Colony as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.

A. DENISON,
A. M. Inst. C. E.
61, Queen's Road Central.
Hongkong, 2nd July, 1888. [67]

NOTICE.

MY INTEREST and RESPONSIBILITY in the Firm of HAHN, PIRON & Co. has ceased from this day.

E. PIRON.
Hongkong, 1st June, 1888.

I HAVE this day taken over the Business of HAHN, PIRON & Co., and will carry on the same in future under the Style of
A. HAHN,
Dealer in Pianos and Musical Instruments.
Hongkong, 1st June, 1888. [189]

Intimations.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.
TALL SILK HATS.
Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Tweed and other Soft Felt Hats.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from \$5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Plaids.
Over Coatings, light & Heavy, Ulster Tweeds.
Fine Black Diagonal & Corkscrew for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trousers in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirts.
Unshrinkable Flannel.
Ready-Made Ulsters in Stock.
Solid Leather Puttees.
Overland Trunks, Gladstone Bags, and a variety of Traveling Cases, all sizes.
Winter, Medium and Summer Under-Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.
Hongkong, 22nd February, 1888. [9]

LANE, CRAWFORD & CO.

HAVE JUST UNPACKED A FRESH SUPPLY

SMITH'S GLASGOW TOBACCO'S.

BRIGHT CUT NAVY in 100 Tins.
FLAKED HONEY DEW in 100 Tins.
GLASGOW MIXTURE in 100 Tins.
GOLDEN BIRDSEYE in 100 Tins.

Hongkong, 26th June, 1888. [29]

W. BREWER

MORE CHEAP AND USEFUL BOOKS:

OLIPHANT'S Literary History of England, 3 vols., pub. 3/6. \$ 5.00
Musparr's Chemistry, 2 vols., pub. 4/4 13 00
Colquhoun's Across Chryse, pub. 3/2, 2 vols. 4 50
Scientific Industries Explained, pub. 7/1, 2 vols. 1 50
Webster's Dictionary of the English Language, 4 bound Morocco, pub. at 7/6 1 50
Penley's Sketching from Nature beautifully illustrated, pub. 1/3 2 00
Ainsworth's Universal Gazetteer, 4 Morocco, pub. 1/5 3 00
Webster's Unabridged Dictionary, 4 Russia, pub. 2/2.0 12 00
General Gordon's Diary in China, pub. 5/1 1 00
Scott's Political Works large print ed., pub. 5/1 1 00
Higginson's Hist. of the United States of America illustrated, pub. 3/1 2 50
Harris' Complete Dental Surgery, pub. 2/5 2 00
Scientific American, Vol. for 1886, pub. 5/6, 4 bound 3 50
Robertson's History of Scotland, full calf, 2 vols., pub. 3/3 0 6 00

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 6th July, 1888. [100]

PIANOS! PIANOS! PIANOS!

HEUERMANN, HERBST & CO., SOLE AGENTS FOR THE

TRANSPOSING SCREW TUNED PIANOS.
WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and hot climates by the celebrated works

WILLIAM SCHÖNLEIN,
"BERLIN."

We invite the public before making any rash purchase to come and try these first class Pianos.

HEUERMANN, HERBST & CO.,
Sole Agents.
Hongkong, 18th May, 1888. [27]

ROSE & CO.

HAVE RECEIVED PER FRENCH MAIL.

LADIES' EVENING SHOES in BLACK SATIN, KID and BRONZE—
THE LANGTRY WALKING SHOE.
GENTLEMEN'S KID and CANVAS SHOES,
CHRISTY'S THERMAL HATS,
WATERPROOFS and UMBRELLAS.

Also,
A Fresh Invoice of DRESS MATERIALS in MUSLIN, CANVAS, PICOT EDGE ZEPHYRUS to match the fashionable RIBBONS. EMBROIDERED COSTUMES in all Shades. The New Pattern DRESS for DRESSES, 15 cents per yard.
LADIES' JERSEYS in all Shades.

ROSE & CO.
37 & 39, QUEEN'S ROAD, HONGKONG.
Hongkong, 23rd June, 1888. [40]

KELLY & WALSH, LD.

JUST LANDED

SWEET CAPORAL CIGARETTES.

KINNEY'S STRAIGHT CUT CIGARETTES.

AND

TO ARRIVE BY THE "AJAX"

COPE'S "GOLDEN CLOUD."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 26th June, 1888. [7]

Insurances.

THE NEGLECT OF LIFE ASSURANCE.

There is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY.
In connection with Life Assurance Business is afforded by

THE STANDARD LIFE OFFICE.
one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BERNARD COMPANY, LD.,
Agents, Hongkong.
Hongkong, 29th June, 1888. [659]

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000.
The above Company is prepared to insure on the basis of the Standard Office, and Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YEE,
HEAD OFFICE,
NO. 1, QUEEN'S ROAD WEST,
Hongkong, 18th February, 1888. [150]

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed Agents in conjunction with Messrs. TURNER & CO., for the above Company, are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

W. HEWETT & Co.,
Hongkong, 7th June, 1888. [573]

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAILS 600,000. \$53,333.33
FUND TO \$24,000.00
RESERVE FUND \$24,000.00

BOARD OF DIRECTORS.
LEY SING, Esq. | LO YAU MOON, Esq.
LOU TSO SHUN, Esq. |

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYAG WEST,
Hongkong, 17th December, 1885. [877]

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "TEVIOT,"
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 5th proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.
Hongkong, 30th June, 1888. [662]

NOTICE TO CONSIGNEES.

STEAMSHIP "MOGUL,"
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 10th proximo, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.
Hongkong, 4th July, 1888. [52]

Shipping.

STEAMERS.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship

"KHEDIVE"
will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.
Hongkong, 5th July, 1888. [3]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"MALWA"
will leave for the above places on TUESDAY, the 12th July, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 5th July, 1888. [3]

Shipping.

STEAMERS.

STEAM TO STRAITS, COLOMBO AND BOMBAY, connecting at COLOMBO with the Company's Steamship "PARAGMATTI" for LONDON and INTERMEDIATE PORTS.

THE P. & O. S. N. Co.'s Steamship
"LOMBARDY"
will leave for the above places TO-MORROW, the 7th July, at NOON.
(Passengers only will be booked to London by this Steamer.)

E. L. WOODIN,
Superintendent.
Hongkong, 30th June, 1888. [661]

THE SCOTCH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND HANGKOW.
THE Company's Steamer

"TAICHOW"
Captain J. Newton, will be despatched for the above Ports, TO-MORROW, the 7th instant, at 2 P.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 5th July, 1888. [675]

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer
"AFGHAN"
Captain Row, will be despatched as above on TUESDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 3rd July, 1888. [634]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.
THE Steamship

"CARMARTHENSIRE"
will be despatched for the above Ports on the 11th instant.

This Steamer has superior Passenger accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 6th July, 1888. [676]

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 3/3 A. I. American Ship

"ELECTRA"
Jones, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Hongkong, 2nd July, 1888. [668]

FOR SAN FRANCISCO.
THE A. I. British Bark

"E. J. SPENCE"
Gill, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Hongkong, 2nd July, 1888. [669]

FOR NEW YORK.
THE 3/3 L. I. American Ship

"C. C. CHAPMAN"
Hichborn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.,
Hongkong, 1st June, 1888. [550]

FOR NEW YORK.
THE 3/3 L. I. American Ship

"WANDERING JEW"
Nichols, Master, shortly expected, will load here for the above Ports, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.,
Hongkong, 1st June, 1888. [551]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"ARABIC"
will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th July, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
To Liverpool.....325.00
To London.....350.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 21st June, 1888. [5]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship
"ABYSSINIA,"
3,651 Tons Register, Lieut. Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via KOBE, and YOKOHAMA, on TUESDAY, the 10th July, at THREE P.M.

To be followed by the S.S. "BATAVIA" on 23rd August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company, and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$160.00
To San Francisco.....175.00
To all Common Ports in Canada.....25.00
To Liverpool.....300.00
To London.....305.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. the 9th July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 26th June, 1888. [36]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON; ALSO, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRINISTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PEKIN," Captain P. Harris, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of call on SATURDAY, the 14th July, at NOON.

Cargo will be received on board until 4 P.M. the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 5th July, 1888. [3]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF SYDNEY"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 19th July, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
To Liverpool.....325.00
To London.....350.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa

Inspector Cochrane explained that the only cause known was that the cook in the drug-shop at No. 42 was boiling some medicine, and fell asleep, and when he awoke the place was in a blaze. That concluding the evidence the jury returned a verdict of "Accidental Death."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

IRISHMEN AS SAILORS.

To the Editor of the "HONGKONG TELEGRAPH."
I have lived a good many years in the world and have had a long experience of Irishmen as sailors before I gathered from your excellent newspaper that they were less reliable men than others who earn a living at sea. As a rule I prefer them to any other men except Hindoos or Chinamen, indeed I may say I have generally had less trouble with Irish-seamen than with Englishmen or Scotchmen. The English I have generally found too fond of making trouble about their provisions, and as for the Scotch they are all right when sober but just a little too fond of their national beverage to suit my fancy. Trusting to have this matter explained, I enclose my card and sign myself
Your obedient servant,
IRISHMAN.

Hongkong, July 5th, 1888.

[Our correspondent's letter doubtless has reference to some remarks we made about Irish seamen in connection with the *Childwall* case, but as to the explanation he asks for we are not quite clear what it is he wishes to have explained—whether he wants to know why Scotch sailors "are so fond of whiskey," why English sailors are prone to grumble "about their provisions," or why Irish sailors should be excused by all shipmasters who are fitting out for a long over-sea voyage. Assuming the last to be his objective point we will say, as far as time and space will permit us, that what we said on that head was the expression of a deliberate opinion founded long experience and strengthened by general report from the most reliable sources. We do not cast any doubt on our correspondent's experiences, and are exceedingly pleased to hear that he has found, and can prove, the exception to what we regard as an absolute rule. If we had said that the Tipperary passenger were the most polite and courteous passenger in Europe we should also simply have expressed our convictions, without any idea of drawing race distinctions. We repeat, however, that our correspondent's countrymen are not steady enough as sailors, and that on board such ships as we have specified they are as great a mistake as Frenchmen in the position of colonists or Scotchmen playing the part of courtiers. It is somewhat late in the century to have to explain that in all races of men there are special characteristics, and strong national traits of character in all people. The stolid Dutchman, for example, or the phlegmatic German, is a vastly different personage to the volatile Frenchman or the mercurial Italian. Such differences exist between the Irishman of Saxon blood and the Irishman of Milesian descent, differences which show themselves daily in all the avenues of life and which account for the fact, in some measure, that as the Scottish and English passenger, including the Welsh, are the most awkward and ungainly, so the Tipperary agriculturists are the most polite and most obliging. There is, however, a want of stolidity in the Irish character which makes her people unsuitable for the dull and plodding business of sea life, as formulated in the long-voyage ship, just as there exists a mental trait in the competition of an Englishman which unfits him for the happy life of a policeman in Hongkong.—Ed., *Hongkong Telegraph*.]

CHINESE CHARACTERISTICS.

SOCIAL TYPHOONS.

(Continued.)

Occidental curses are sometimes not loud, but deep, but Chinese maledictions are nothing if not loud. An English oath is a winged bullet, Chinese abuse is a ball of filth. Much of this abusive language is regarded as a sort of spell or curse. A man who has had the heads removed from his field of millet, stands at the entrance of the alley which leads to his dwelling, and pours volleys of abuse upon the unknown (though often not unsuspected) offender. This proceeding is regarded as having a double value, first as a means of notifying the public of his loss and of his consequent fury, the freeing his mind, and second as a prophetic, tending to secure him against the repetition of the offence. The culprit is theoretically in ambush, listening with something like awe to the frightful imprecations levelled at him. He cannot, of course, be sure that he is not detected, which is often the case. Perhaps the loser knows perfectly well who it was who stole his goods, but contents himself with a public reviling, as a formal notice that the culprit is either known or suspected, and will do well to avoid the repetition of his act. If provoked too far, the thief will, if thus tacitly proclaimed, retaliate. This is the Chinese theory of public reviling. They frankly admit that it is not only does not stop theft, but that it has no necessary tendency to prevent its repetition, since, among a large population, the thief, or other offender, is by no means certain to know that he has been reviled. The practice of "reviling the street," is often indulged in by women, who mount the flat roof of the house, and shriek away for hours at a time, or until their voice fails. A respectable family would not allow such a performance if they could prevent it, but in China as elsewhere, an enraged woman is a being difficult to restrain. Abuse delivered in this way, on general principle, attracts little or no attention, and one sometimes comes upon a man at the head of an alley, or a woman on the roof, screaming themselves red in the face, with not a single auditor in sight. If the day is a hot one, the reviler bawls as long as he (or she) has breath, then proceeds to refresh himself by a season of fanning, and afterwards returns to the attack with renewed fury.

If a Chinese quarrel be at all violent, it is next to impossible that it should be concluded without more or less personal vilification. English travellers in the south of Europe have noted the astonishment of the Latin races, at the invariable habit of the inhabitant of the British Isles, to strike out from the shoulder if he gets into a fight. The Chinese, like the Italians, have seldom learned to box, or if they have learned, it is not scientific boxing. The first and chief resource of Chinese when matters come to extremities, is to seize the queue of their opponent, endeavouring to pull out as much hair as possible, in nine fights out of ten, where only two parties are concerned, and where neither party can lay hold of any weapon, the "fight" resolves itself simply into a hair-pulling match. But before this has gone the length of producing anything like badness, there are sure to be third parties intervening, who seize each of the combatants, and forcibly separate them, dragging them away, reviling as they go, each shouting back his maledictions and defiance, and apparently making the most violent efforts to free himself, in which however, he is generally very careful not to succeed. To strike the person who is holding him in check never seems to occur to a Chinese, nor does he either expect or feel that resentment which, to an Anglo-Saxon under the same circumstances, would be inevitable.

If the reader desires to examine an account (evidently photographically accurate) of the truly Oriental performance which the Chinese call *ta ch'iao tei*, or "making an uproar," let him turn to the XXXI chapter of the book of Genesis.

Jacob had been working for Laban for a great length of time, and had accumulated a great many cattle, and had married Laban's two daughters. But as the relations between the uncle and the nephew were frequently strained, Jacob thought it a shrewd piece of policy for him to start off, at a time when Laban was away from home, taking with him his wives and his flocks. It was three days before Laban, who was busy with his sheep shearing, heard that Jacob had left, and it was another week before Laban could overtake him. When he did, he was doubly irritated by the fact that in addition to his other offences, Jacob was supposed to have stolen Laban's gods. With a truly Oriental indignation at being called a thief, Jacob challenged Laban to search his camp, promising that whoever has the gods is to die, but the cunning Rachel took good care to sit on the images, and thus saved her husband's "face," and her own life. So Laban "found them not." By this time, Jacob was very angry, (verse 36), and "chode with Laban." The utterances of Jacob, of his wives and of Laban, were certainly not made continuously, as the form of the narrative would lead one to suppose, but merely the substance of the arguments on each side, spoken whenever the speaker could get a hearing. Before Jacob had got half through the second of the seven verses (36-4) assigned to his indignant speech, Laban had burst in with the taunt of verse 43, "Everything that you have is really mine, your wives are my daughters, and these sheep my flocks, you came to me empty-handed, you are nobody except through me." All these remarks were offered, notwithstanding the fact, stated by Laban himself, that Jacob, that he had been warned in a vision, to "speak not to Jacob, either good or bad." By the time Jacob had begun to vociferate his reply to Laban, his wives Leah and Rachel (notwithstanding the late temporary disability of the latter) rushed out of their tents, with hair dishevelled and resembling a pair of ragged palm fronds, screaming at the top of their voices. The substance of their objections is given in verses 14 to 16: "We have nothing to do with him—he has sold us—he has cheated us—he wants to take away what God has given us through you—he has searched us—he has distracted us." &c., &c. Such a domestic typhoon would seem to be ruinous, such a quarrel impossible of adjustment. Far from it. The parties are Orientals, not Anglo-Saxons. After having thoroughly freed their minds on every aspect of the subject, they gradually begin to grow more cool. Either through the "peace-talking" of the head retainers or without them, they begin to discourse reason (*shuo li*). "Come, come, (verse 41), let us be reasonable; let us compromise matters. Take your cattle and your flocks—he kind to my girls—let us pile up a great heap of stones for a witness." With this understanding, and the inevitable meal (verse 54) which must mark the adjustment of all Oriental disputes, the curtain drops, and each party goes its way.—*N. Y. Daily News*.

SEAMEN'S WAGES.

Mr. Chas. T. Russell, United States Consul at Liverpool, has compiled most interesting tables showing the wages and cost of maintenance of merchant seamen of the chief maritime nations. They will be found elsewhere in this issue. The information thus collected is most valuable.

SEAMEN'S WAGES.

The following tables were compiled by Mr. Charles T. Russell, United States Consul at Liverpool and transmitted to the Department of State:

Statement showing the rates of monthly wages paid to officers and seamen on vessels at the home ports of the various nationalities.

Nationality.	Mate.		Second Mate.		Seamen.		Carpenter.	
	Pay.	Less than U.S.	Pay.	Less than U.S.	Pay.	Less than U.S.	Pay.	Less than U.S.
Norway & Sweden.	\$17.02 to \$19.46	61	61	61	\$ 9.73 to \$10.94	45	\$12.16 to \$14.59	61
Russia.	17.51 to 19.46	61	61	61	9.73 to 11.67	43	9.70 to 11.67	67
Germany.	17.85 to 20.23	62	62	62	9.54 to 10.71	45		
Denmark.	17.99	64			10.94	43		
Austria.	43.75	12	34.06		10.70 to 11.19	43		
Spain.					13.62	27		
Great Britain—Sailing vessels.	38.92	22	21.89		12.16 to 13.38	32-33	27.98 to 34.06	17
Steamships.								
Atlantic voyages.	55.91 to 66.08		46.18 to 58.34		19.46			
Other voyages.								
U.S. States.	38.93		29.19		14.59		29.19	
Pacific coast.	50.00		35.00		20.00		35.01 to 40.00	
Atlantic coast.	50.00		30.00 to 35.00		18.00		30.00 to 35.00	

Nationality.	Cook.		Steward.		Ordinary seamen.	
	Pay.	Less than U.S.	Pay.	Less than U.S.	Pay.	Less than U.S.
Norway and Sweden.	\$10.94	61	\$10.94 to \$12.16	63	7.29	46
Russia.	9.73 to \$11.67	67			7.29 to \$7.28	5
Germany.					5.95 to 7.14	37
Denmark.					8.51	5
Austria.					9.73	27
Spain.	12.51	2	19.46	49	11.19	17
Great Britain—Sailing vessels.	19.46	40	23.33 to 26.76	36	7.29 to 9.73	37
Steamships.					14.59 to 17.02	
Other voyages, steamships.						
United States—Pacific coast.	35.00		40.00		15.00	
Atlantic coast.	30.00		35.00		12.00	

Statement showing the cost of maintenance, per day, on board vessels of various nationalities.

Nation.	Cost of maintenance.		Less than United States.
	Cents.	Per cent.	
Norway and Sweden.	22 to 24	42	
Russia.	28	30	
Germany.	36	10	
Denmark.	23 to 27	37	
Austria.	24 to 36	37	
Spain.	30	40	
Great Britain.	22 to 36	27	
United States of America.	40		

coming as it does at a time when facts about shipping are wanted and not simply bald statements with no evidence to support them. The tables will, we have no doubt, be welcomed by subsidy advocates as showing the value of their plan for helping merchant shipping. They will, however, be unable to extract that great comfort from them, which they may at first expect.

The tables show that vessels of the United States pay more for wages and maintenance of their seamen than those of any other nation. This fact is generally known, and has been put forward as one reason for the decline of American shipping. Even after allowing for the rates of wages for all vessels being about the same in neutral ports, the American is accustomed to pay the most in the end. Norway and Sweden, Russia, Germany and Denmark pay about the same rate for their men and average about 47 to 50 per cent. lower in wages than do the United States. The comparison between the latter country and England does not show so great a difference, it being in the case of seamen 32 per cent. in favor of England. Officers, cooks and stewards of vessels are invariably much better paid than those of other vessels. Cooks and stewards are particularly favored, showing that these most important individuals are more appreciated by Americans than by people who pretend to higher culinary skill. Spain apparently comes next to the United States in the wages of seamen, and the smallness of her merchant marine will probably by many be attributed to this cause.

The cost of maintenance is against the United States also, but contrary to general opinion, not so much as in the case of wages. Norway and Sweden show the lowest, each man costing only between 22 and 24 cents per day. It will, we think, excite surprise to find that Germany and Austria pay as much for the maintenance of their seamen as does England. Italy, we are sorry to note, is not included in these tables. Her merchant marine has not held its own of late years, but it is generally believed that both in wages and maintenance her seamen cost less than those of any other nation. If this is so, it has not enabled her to hold out against the competition of more expensive merchant services.

These tables are especially valuable for—strange as it may seem—what they do not show? They do not show that the cheapest merchant service in cost of seamen is the most successful or leads in the carrying trade of the world. Norway and Sweden, or Russia, or Germany ought apparently to be the leading maritime nation, for they can buy vessels in the cheapest markets, and have the advantage of the cheapest crews. But Great Britain, which pays much more than any of these nations for her seamen, does the most of the ocean carrying trade. This peculiarity in shipping economics is not singular, for when the United States was driving English shipping to the rear by successful competition, American seamen cost more for wages and maintenance than English. The difference in favor of the English was not then greatly feared by American ship-owners, and to other causes than this is attributable their loss of trade. Wages and maintenance are certainly most important factors in the ship-owning business, but it is evident from the history of the United States merchant marine and the success of England at present in the carrying trade that the greater cost in these items of American vessels over those of other people is no bar to the United States ship-owners becoming again leaders on the ocean.—*N. Y. Maritime Register*.

Today's Advertisements.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

EVERYONE DELIGHTED WITH OUR GENUINE PERFORMANCES.

THUNDERS OF APPLAUSE GREET EACH ACT.

SPECIAL NOTICE.

REDUCTION OF PRICES.

Boxes Six Chairs \$12.00
Single Box Chairs 2.00
Dress Circle Chairs 1.50
Stalls (Carpeted Seats) 50
Pit 25

No Half-price to Pit; no Europeans will be admitted to the Pit.

NAVAL AND MILITARY EXCEPTED.

Seats may be secured at Messrs. KELLY & WALSH'S, LTD.

TO-MORROW AFTERNOON, the 7th July.

Special Afternoon Performance for Schools and Families residing at a distance, when special prices will be charged for

Children, namely:—

Chairs 50 Cents.
Stalls 30
Pit 20

Servants in care of Children to 1st Class 50 Cents.

Adults will be charged the Evening prices.

Doors open at 3.30, commencing at 4 P.M.

ROBT. LOVE, General Agent.

Hongkong, 6th July, 1888. [665]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"

Captain W. von Schuckmann, will leave for the above Ports, on or about the 14th July.

For further particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 6th July, 1888. [64]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN,"

Captain C. Pohle, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 6th July, 1888. [64]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 2nd day of August, 1888, at 10 A.M., the Company's Steamship "PREUSSEN," Captain O. Pohle, with MAIL, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo and Specie will be received on board until 4 p.m., and Parcels until 1 p.m., on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office.) Contents and Value of Packages are required. The Steamer has splendid accommodation and carries a Doctor and Stewards.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 6th July 1888. [679]

ST. JOHN OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, on FRIDAY, the 13th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 6th July, 1888. [679]

FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS AND CARRIAGE PONIES.

Also, A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.

For Particulars, Apply to

No. 6, PENNY'S HILL.

Hongkong, 20th May, 1888.

Today's Advertisements.

"NOTHING SUCCEEDS LIKE SUCCESS."

THEATRE ROYAL CITY HALL, HONGKONG.

TO-MORROW NIGHT, the 7th July, 1888.

WASH NORTON'S FAMOUS "WORLD OF WONDERS."

Our efforts acknowledged by CROWDED, FASHIONABLE AND DELIGHTED AUDIENCES.

THE LAST GUN AND BIGGEST BOMB POSITIVELY FAREWELL PERFORMANCE

BENEFIT TENDERED TO MR. AND MRS. WASH NORTON.

A MONSTER PROGRAMME OF NOVELTIES.

EVERYTHING NEW, NOTHING REPEATED.

First Time of Mr. and Mrs. WASH NORTON in their screaming farce entitled "A PECULIAR FIX."

Timothy..... Mr. WASH NORTON.

Catherine..... Mrs. WASH NORTON.

First Time of THE HARVEY BROTHERS' "THE TROUBADOUR" OR "THE CUT UP TENOR."

First Time of Mr. and Mrs. WASH NORTON in their spiritual scenes entitled "15 MINUTES WITH THE GHOSTS." The Ancient Pillory and Stocks and "Katie King" myst. ry. Do the deed return, or is it deception?

First Time of ACHMED ALI BEY, in his original and unequalled Japanese illusion entitled "THE HUMAN SERPENT."

Note.—Achmed Ali Bey will on this, his farewell night in Hongkong, EXPOSE HIS "BLACK CABBAGE" illusion.

MISSED HOLIDAY in new dancing specialties.

First Time of MEDICINE VERSUS MAGNETISM.

PRICES AS USUAL.

Plan of Theatre at Messrs. KELLY & WALSH'S, LIMITED.

Notice.—The picture painted by Mr. ALBERT LINTON will again be given away. Every person on entering the Theatre will receive a number, and the holder of the lucky number drawn will receive the picture.

THE PEAK TRAMWAY.

WILL RUN SPECIAL CARS, leaving the Peak at 8.30 and returning at 11.15 P.M.

WASH NORTON, Manager.

Hongkong, 3rd July, 1888. [664]

FOR SHANGHAI.

THE Steamship

"AMOV,"

Captain R. Kohler, will be despatched for the above Port, on SUNDAY, the 8th instant, at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 6th July, 1888. [678]

TO BE LET.

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to

A. A. DE MELO & Co., Macao.

Macao, 3rd April, 1888. [368]

TO LET.

ROOMS in "COLLIER CHAMBERS"

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to

DAVID SASSOON, SONS & Co., Hongkong, 2nd May, 1888. [12]

TO BE LET.

FURNISHED OR UNFURNISHED.

A FOUR ROOMED HOUSE on

A SIX ROOMED HOUSE, in RICHMOND TERRACE.

BOTH HOUSES have convenient out offices and good servants' quarters.

The Terrace has for some months past been one of the healthiest places of residence in the Colony. The houses are comfortable and cool in summer.

Apply to

MR. JOHN WILLMOTT, Hongkong Dispensary, Hongkong, 2nd July, 1888. [131]

Intimations.

NOTICE.

NOTICE is hereby given that from this date Vessels proceeding to Japan from or via Hongkong or Amoy will be subject to medical inspection at Nagasaki, Kobe, and Yokohama.

TEISKE MINAMI, H

